

Welcome to

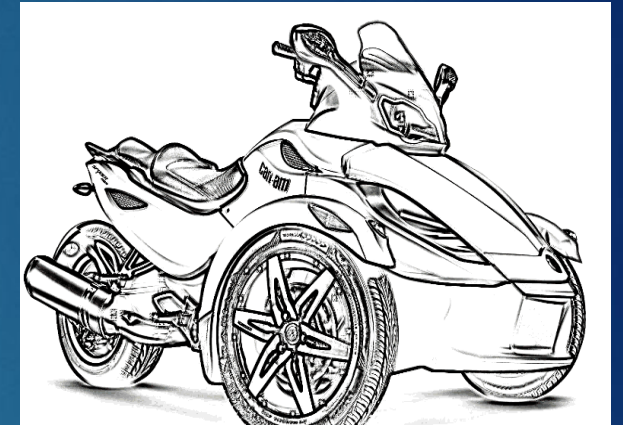
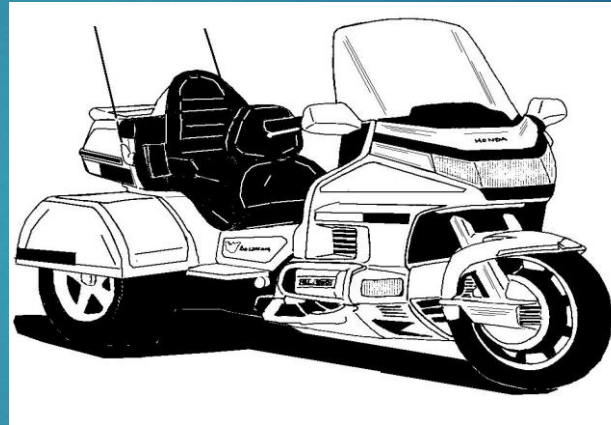
Ask DDS Day 2018



GEORGIA DEPARTMENT OF DRIVER SERVICES

May 2, 2018

2 Wheels, 3 Wheels....What's the Deal?



Presented by Michele Owen

Georgia Motorcycle Safety Program

Program Vision

- Offer the highest quality rider education programs and safety awareness campaigns for the citizens of Georgia
- Enhance the learning experience and provide additional training for life long learning
- Set the quality benchmark for motorcycle safety programs across Georgia
- Educate riders and non-riders alike by presenting safety awareness campaigns
- Reduce alcohol and operator error fatalities



Training

- ▶ **Beginner and advanced Motorcycle Safety Foundation (MSF) curriculum offered at state and private sites**
 - 13 State
 - 12 Private
- ▶ **Majority of classes are beginner courses**
- ▶ **Two and three wheel classes that offer a license waiver**
- ▶ **Rider Coaches**
 - 40 DDS GMSP
 - 39 Private



Riders Trained

	STATE CLASSES	PRIVATE CLASSES	STATE STUDENTS	PRIVATE STUDENTS
2017				
JAN	17	34	128	251
FEB	15	39	110	298
MAR	21	63	205	521
APR	18	67	177	556
MAY	16	62	153	502
JUNE	15	68	153	585
JULY	12	61	135	485
AUG	15	53	151	459
SEPT	14	63	129	483
OCT	15	58	133	428
NOV	7	54	53	289
DEC	10	26	70	195
TOTAL	175	648	1597	5052

	STATE CLASSES	PRIVATE CLASSES	STATE STUDENTS	PRIVATE STUDENTS
2018				
JAN	10	29	76	203
FEB	13	32	99	243
MAR	18	64	158	522
APR	18	64	188	464
TOTAL	59	189	521	1432

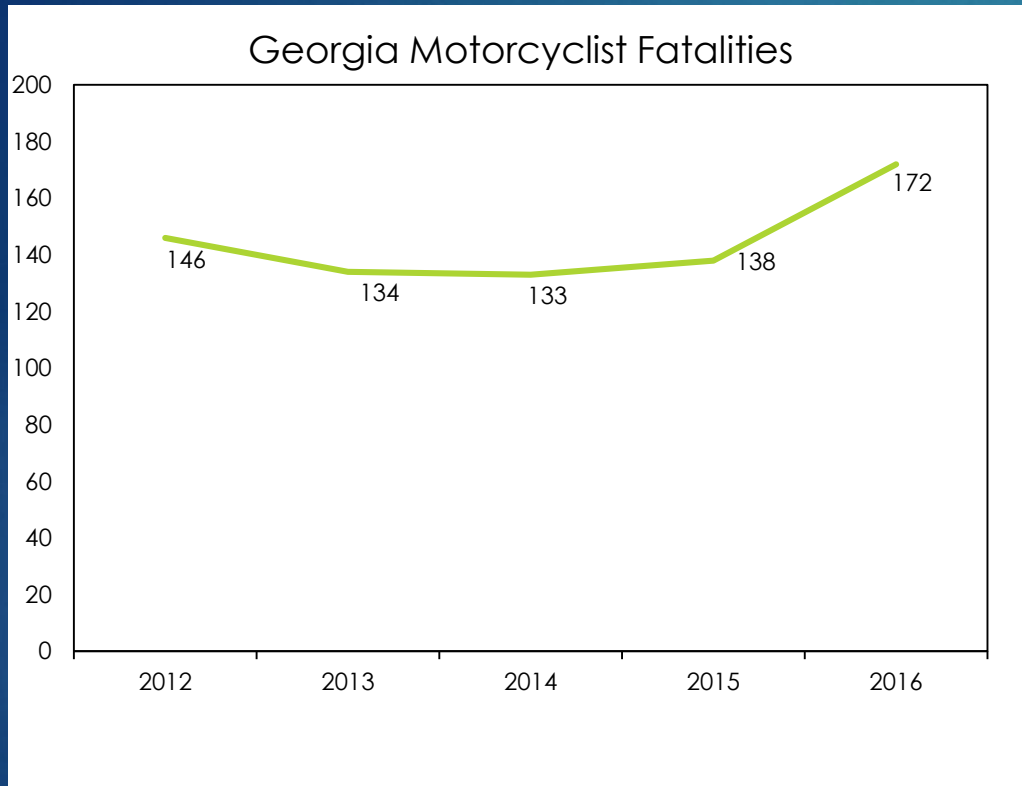


Motorcycling Population 2018

- ▶ 203,783 motorcycles registered in Georgia
- ▶ 423,394 motorcycle licenses
- ▶ Compared to 2017
 - Additional 1,469 motorcycle registrations
 - Increase of 11,354 motorcycle licenses



GA Motorcycle Crash Data



- ▶ **2012-2016** percentage of fatalities compared to overall traffic fatalities remained relatively stable at around 11% (NHTSA FARS 2016 Data)
- ▶ **Alcohol continues to be a significant factor in rider crashes**
 - 2016 BAC (blood alcohol concentration) higher than .08 a factor in 25% of fatal crashes
- ▶ **Many fatalities occur in urban areas and mountainous regions** (GOHS Crash/Injury/Fatality Report)
- ▶ **No data on factors or numbers of non-fatal crashes**



Trends in Motorcycle Crashes

- ▶ Advanced research on the topic
 - 3 major studies
- ▶ Motorcycle Safety Training Curriculum
 - Is training meeting the needs identified in the studies?
- ▶ Education and Enforcement



Motorcycling is fun, but serious business

- ▶ If involved in a motorcycle crash, likelihood of an injury is 90%, severe injury or death is 20%.¹
- ▶ 92% of motorcyclists involved in crashes have no formal training.²

1-http://www.michigan.gov/documents/SERIOUS_CRASHES_INVOLVING_MOTORCYCLES_final_148972_7.pdf

2-Hurt Report



Motorcycle Crash Studies:

► **Hurt Report – University of Southern California**

- 1976-1977, studied crash reports over 24 months
- 3,600 total crashes

► **MAIDS Report** (Motorcycle Accident In Depth Study)

- 1999 European study of 921 M/C crashes, 103 of which were fatal

► **MSF 100 Naturalistic Study-Virginia Tech**

- Using sensors, monitored 100 riders for one year
30 crashes, 122 near crashes



Hurt Report

University of Southern California

► Lessons Learned:

- 75% of M/C crashes reported involved other vehicles
- 50% of crashes involved alcohol
- Formal training is critical- self taught riders 2-3 more likely to crash
- Conspicuity became important, drivers reported “not seeing” M/C



► Lessons Learned:

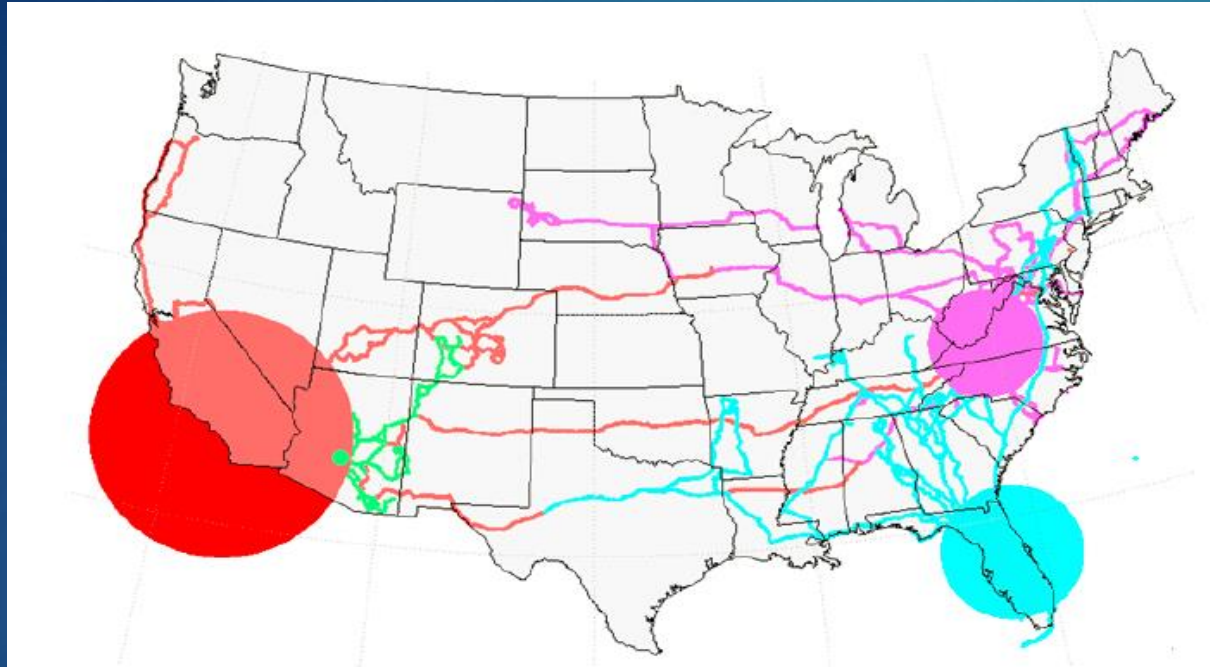
- 60% of M/C crashes reported involved other vehicles
- ONLY 4.6% of crashes involved alcohol and/or drugs
- Crashes involving M/C likely to occur in Urban vs. Rural (64.% vs. 46%)
- 54% of crashes occurred in intersections
- Experience matters. Riders with over 36 months of experience accounted for only 14% of crashes, with over 60 months just 7%

MSF Naturalistic Study

► First major study to study near-crashes

- 100 motorcycles in 5 regions across the US were equipped with sensors and cameras
- Demographics were: 41 cruisers, 38 touring, 21 sport
- Ages ranged from 21-79 years old 78 males, 22 females
- 65% had passed formal rider training
- 30,844 trips recorded, with 9,354 hours of riding, 366,667 miles
- 30 crashes, 120 near-crashes





**Participating riders general
area and travel patterns**



**Examples from
monitoring equipment**

► MSF Naturalistic Study

Lessons Learned:

- 57% of “crashes” were the result of low-speed capsizes
- 10% were the results of riders failing to maintain lane
- 10% were the results of other drivers failing to yield
- 6.6% were the results of riders striking the rear of other vehicles
- 3% of other causes that contributed to crashes include curve negotiation, rear end strike, other vehicle entering path, other vehicle straight crossing path, and ground impact



Crash descriptions not “near crash”

Incident Type	Number of Cases	Percentage of Crashes
Ground impact - low speed	17	56.67%
Road departure (left or right)	3	10.00%
Other vehicle turn across path	3	10.00%
Rear-end, striking	2	6.67%
Ground impact - while underway	1	3.33%
Poor curve negotiation	1	3.33%
Rear-end, struck	1	3.33%
Other vehicle straight crossing path	1	3.33%
Subject vehicle turn into path (same direction)	1	3.33%



Motorcycle Safety Foundation 100 Motorcyclists Naturalistic Study

Single-Vehicle Crashes (SVCs) & Near- Crashes

Precipitating Event	Pre-incident Maneuver	Number of Events	Percentage of SVCs
Subject over left lane line	Negotiating a curve	18	34.0%
Subject over left edge of road	Turning right	1	1.9%
Subject over right edge of road	Negotiating a curve	4	7.5%
	Going straight, but with unintentional "drifting" within lane or across lanes	1	1.9%
Subject over right lane line	Negotiating a curve	2	3.8%
This vehicle lost control - excessive speed	Going straight, constant speed or decelerating	4	7.5%
	Negotiating a curve	3	5.7%
This vehicle lost control - insufficient speed	Entering/leaving a parking position, moving forward	3	5.7%
	Going straight, constant speed or decelerating	3	5.7%
	Turning right	2	3.8%
	Turning left	1	1.9%
	Backing up (other than for parking purposes)	1	1.9%
	Making U-turn	1	1.9%
	Negotiating a curve	1	1.9%
	Starting in traffic lane	1	1.9%
	Stopped in traffic lane	1	1.9%
	Backing up (other than for parking purposes)	1	1.9%
This vehicle lost control - other cause	Negotiating a curve	1	1.9%
	Going straight, constant speed or decelerating	2	3.8%
This vehicle lost control - poor road conditions	Turning right	2	3.8%



Crash and Near-Crash Descriptions Involving Other Vehicles or Objects

Primary Incident Type	Number of Events	Percentage of Multi-Vehicle Conflicts
Rear-end, striking	35	35.4%
Sideswipe, same direction (left or right)	21	21.2%
Other vehicle turn across path	8	8.1%
Opposite direction (head-on or sideswipe)	7	7.1%
Animal-related	6	6.1%
Other vehicle turn into path (opposite direction)	6	6.1%
Other vehicle turn into path (same direction)	5	5.0%
Pedestrian-related	3	3.0%
Backing into traffic	2	2.0%
Rear-end, struck	2	2.0%
Subject vehicle turn into path (same direction)	1	1.0%
Other	1	1.0%
Pedal cyclist-related	1	1.0%
Other vehicle straight, crossing subject path	1	1.0%

Motorcycle Rider Education

► Is training meeting the needs identified in the studies?

Review of Studies indicate Motorcyclists need training in:

- Use of proper Personal Protective Equipment PPE
- Turns from a Stop
- Braking/Swerving
- Curve Negotiation
- Animal Avoidance
- Impaired Riding Avoidance/Intervention



The evidence is clear!

**Formal motorcycle safety training reduces
the frequency and severity of crashes.**



Questions



Thank You!

